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PHOTO INTELLIGENCE MEMORANDUM

CH'ING YANG AIRFIELD

GP/I - 122

(Project 71.164)

30 August 1955

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GP/I - 122  
30 August 1955

PHOTO INTELLIGENCE MEMORANDUM

CH'ING YANG AIRFIELD

This report on Ch'ing Yang airfield (24°48'N - 118°35'E) has been compiled from a study of vertical aerial photographs taken between ☐

☐ Activity at this airfield prior to this period was reported in GP/I - 96, dtd 31 May 1955. The runways, taxiways, aircraft revetments, and many of the buildings and roads appear to be in a stage of near completion. The only remaining construction required for completion of the runway and taxiways is the laying of a coat of finishing material (for detailed description, see GP/I - 102 dtd 15 June 1955, Lung-Chi Airfield). At the current rate of construction Ching-Yang Airfield should be serviceable by mid October.

Runway. The runway is approximately 7200' x 180' running NNE/SSW. There is a 880' x 155' assembly apron at each end of the runway.

Taxiways and Parking Areas. The main taxiway which runs parallel to the runway is 65 feet wide. It widens at two points to form 750' by 120' parking areas. There are four crossovers connecting the runway with the main taxiway. A crossover is located at each end of the runway and the two remaining crossovers are located 1040' from each end of the runway. (See fig. 5).

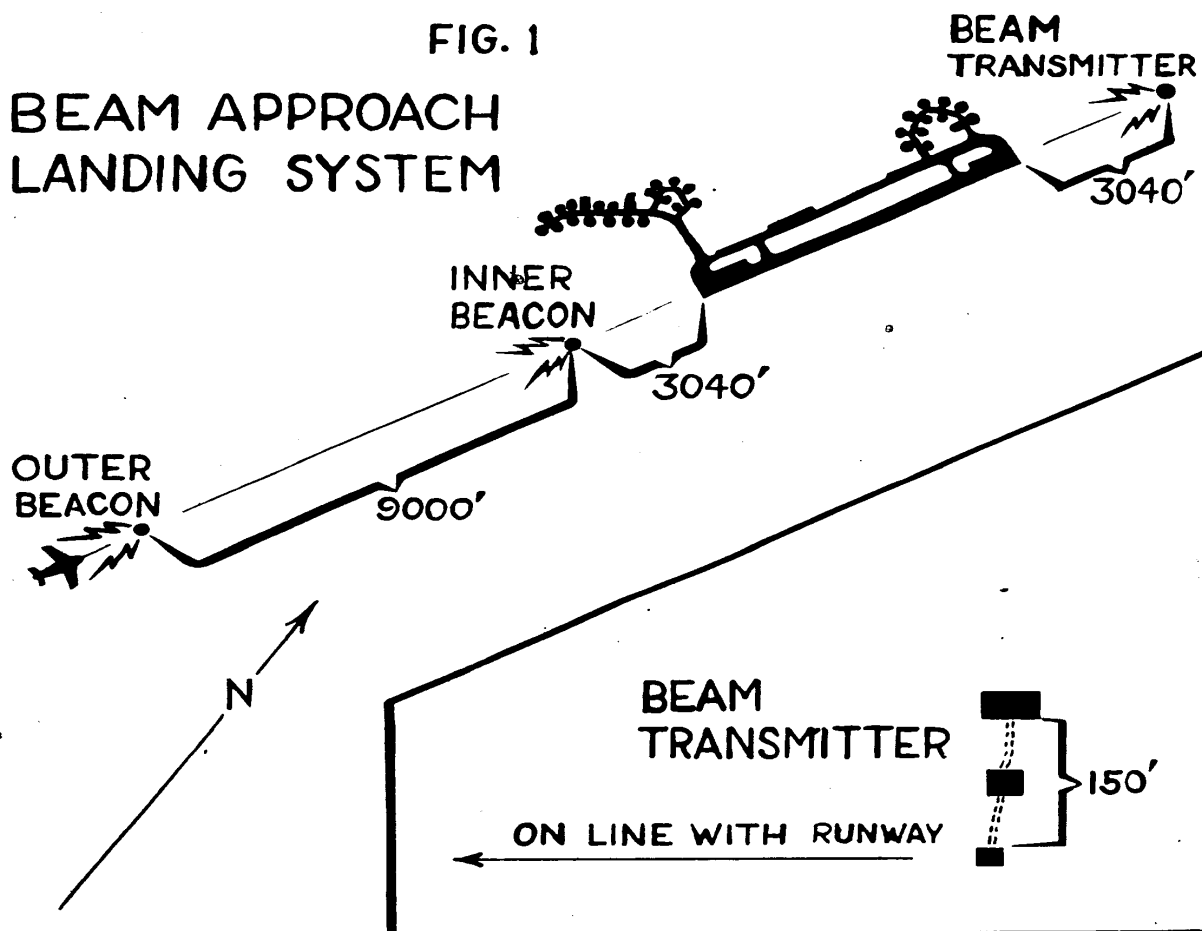
Twelve "U" shaped aircraft revetments are located at the north-west corner of the airfield. Their inside dimensions are approximately 65' by 65'.

Twenty hexagon-shaped aircraft revetments with inside dimensions varying in size from 40' by 40' to 100' by 100' are located near the S.W. corner

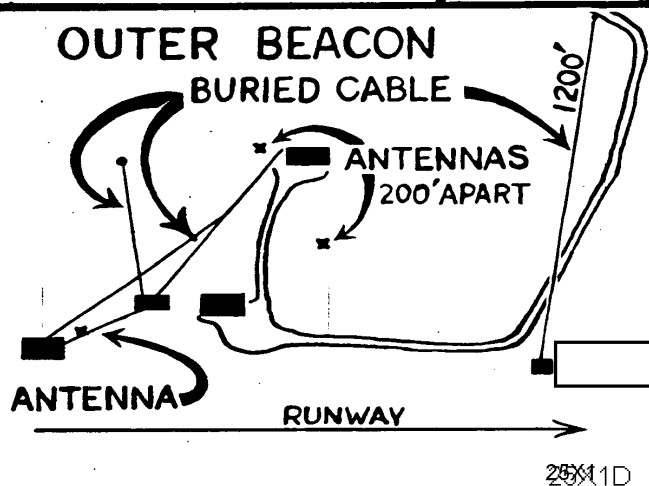
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FIG. 1

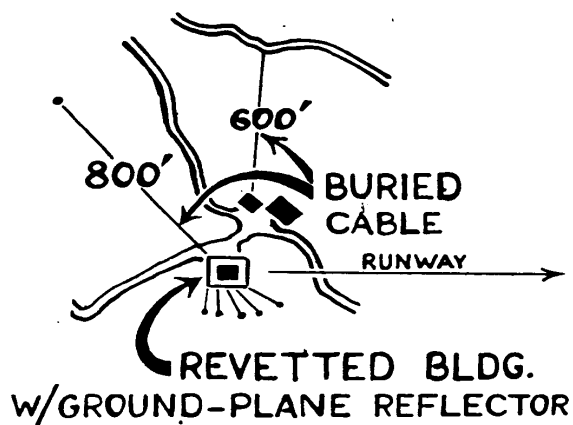
# BEAM APPROACH LANDING SYSTEM



## OUTER BEACON



## INNER BEACON



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of the airfield. Their entrances are usually smaller than their maximum inside dimensions. The taxiway connecting these revetments is also revetted to approximately the same depth.

An aircraft gun-testing range is located in the revetment area south - west of the airfield. The range is completely revetted to the same depth as the revetments and taxiways and there is an extra high wall on the closed end. The range measures 130' by 500'.

Navigation Aid. (See figure 1) Three electronics installations have been located in the vicinity of the airfield. All three are in exact line with the runway and appear to compose a "Beam Approach Landing System". (See fig. 1 for details of this installation.)

Fuel Storage. POL storage facilities are along a loop road located approximately 7000' west of the runway. The estimated storage capacity is approximately 1,300 metric tons. The fuel is stored in approximately 24 bunkers, each of which contains 12 or 13 separate tanks measuring 5' by 10' each. (For a more detailed description, see GP/I - 116 dtd, 27 July 1955).

Buildings. The operations buildings and administration building are located on the west side of the field along the main road leading north from the airfield. The operations building is a single story structure approximately 30 by 70 feet with a hexagon-shaped control tower 25 x 25 feet as a second story. The administration building is an irregular shaped two-story building measuring approx. 60 by 40 feet for the first story and 15 by 30 feet for the second story. In this same group of buildings is a probable communications compound with one small communications shack.

One hanger, a number of warehouses and other misc. buildings have been

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included on the attached map. (Fig. 5). The construction program has not progressed far enough to permit the positive identification of all bldgs.

Anti-aircraft. The anti-aircraft defense consists of 4 batteries of heavy AA (85 mm) eight batteries of medium AA (37 mm) and 1 battery of four AA machine guns plus several unoccupied AA positions. (See fig. 5 for disposition).

Construction. A study of available photo coverage has revealed information concerning the probable nature and reasons for the checker-board patterns which have been in evidence on the runway and taxiways.

Surfacing Materials. Storage sheds and three mounds of aggregate were located at regular intervals along side the runway. There were approx. 15 storage sheds averaging 100' by 25'. The aggregate in front of each storage shed covered an area of approximately 150' by 75'. The aggregate mounds were depleted as the surfacing operation progressed.

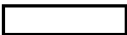
Surfacing.

- a. Forms were erected which composed a network of 15 by 15 foot squares. (See fig. 3).
- b. A water-based material from the "batching plants" was poured in alternating squares which formed a checker-board pattern of black (newly poured) and grey (not yet poured) squares.
- c. The newly poured were then covered with a convex canopy for protection from sun and rain until they dried. This resulted in a checker-board pattern of grey (not yet poured) and white (protective canopy).
- d. This same process was then repeated for the alternate squares not yet poured. If this occurred before the protective canopies

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were removed, the checker-board pattern would appear as black (newly poured) and white (protective canopy). If the canopies had been removed from the previously poured squares, the pattern would appear black with another tone varying from near black to near white depending on the stage of drying.

**Mixing.** When the surfacing operation was actually under way, a "batching plant" was set up on the edge of the runway adjacent to the aggregate mounds and storage sheds. These 25' x 15' "batching plants" are approximately a story and a half high with peaked roof and  ramps or conveyors running from ground level to the top of the building. These plants were set up wherever pouring was taking place and then moved when the pouring in that area was completed. Workers in large numbers were seen moving between the "batching plants" and the squares being poured.

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FIG. 2

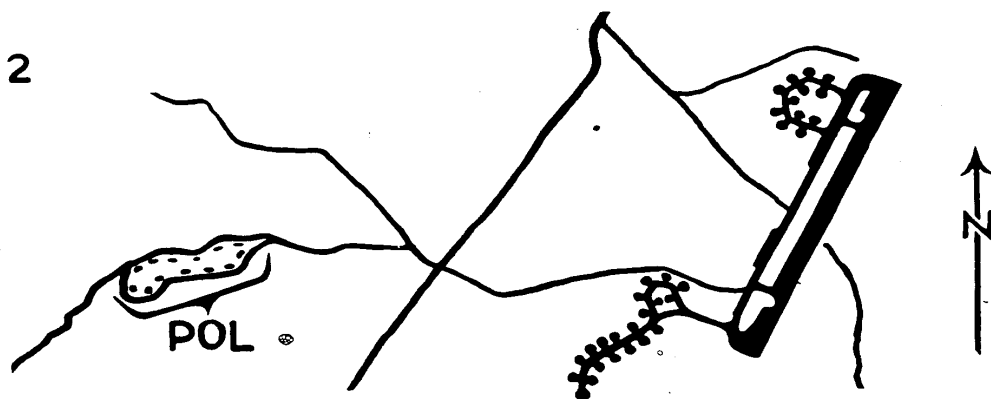


FIG. 3

PHASE 1

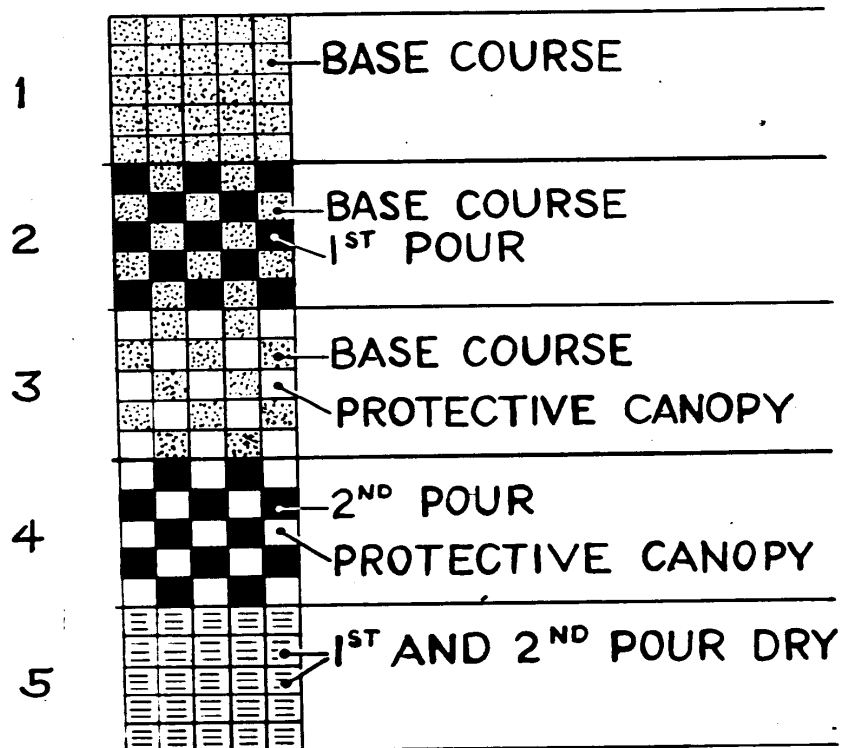
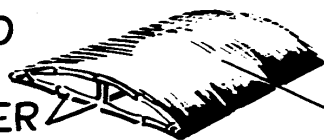


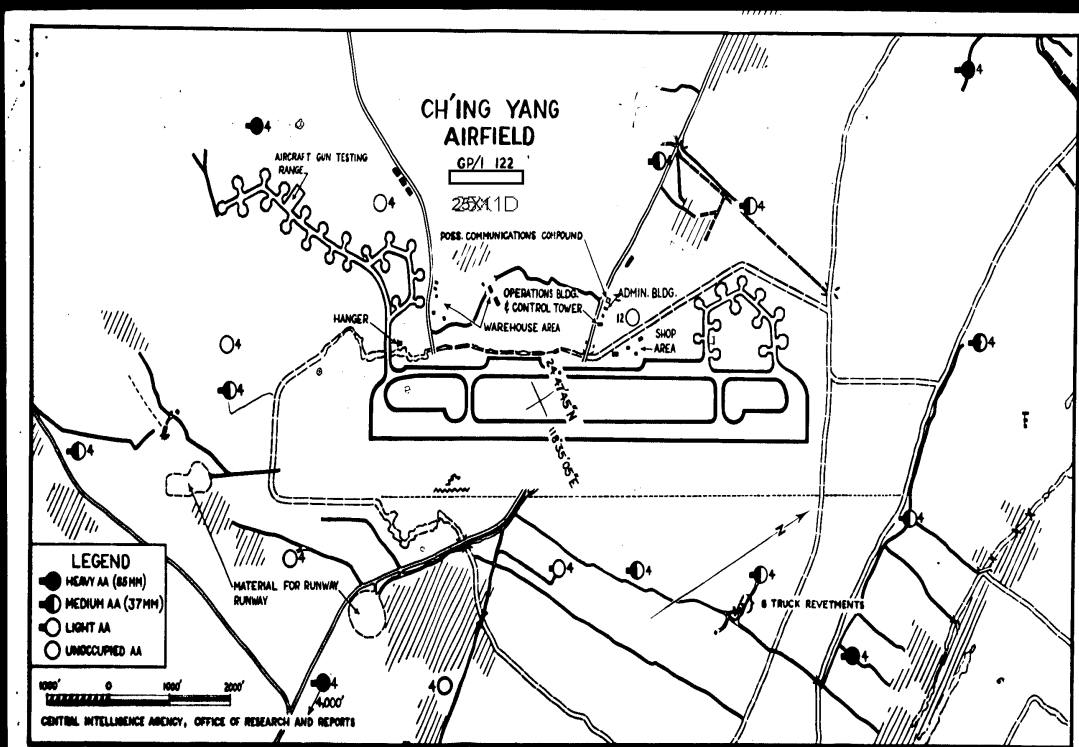
FIG. 4  
BAMBOO  
WITH  
SPREADER



POSSIBLE CONSTRUCTION OF  
PROTECTIVE CANOPY—

RICE MATTING





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